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TWO REMARKABLE QUICK FISHING TRIPS MADE.

Sch. Indiana Breaks All Records in Newfoundland Herring Fishery.

Sch. John Hays Hammond Gets Big Halibut Fare in 17 Days.

There are but two arrivals here this morning, but these two are enough to make all hands sit up and take notice, as size and quickness are featured in one and again quickness and the breaking of a long standing record in the case of the other. One brings the welcome news that there is still a good look of halibut on Quero bank, and brightens considerably the halibut horizon, while the other shows that under certain conditions a vessel can go to Bay of Islands, N. F., late in January, secure a load of salt herring and get home with them.

All of which is just another way of saying that Indiana, Capt. Almon D. Malloch is home from Bay of Islands, after a daring, late voyage, with a full cargo of salt herring and incidentally broken the record for the quickest herring voyage ever made to Newfoundland. Also schooner John

Hays Hammond, Capt. Christopher Gibbs, is in this morning from Quero bank with a big fare of halibut, 45,000 pounds or better, caught in a very short time.

It is a coincidence that both these crafts sailed from here the same day, January 19 and returned also the same day, each being gone but 17 days.

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WHARF HABITUÉS GIVEN SURPRISE.

Arrival of Schs. Indiana and J. H. Hammond Unexpected.

Sch. John Hays Hammond came in this morning from a very quick halibut trip, with a big fare. Sch. Indiana followed her a few moments later, coming from Bay of Islands with the largest winter cargo of salt herring that ever came out of the bay.

The old wharf habitues were not expecting these crafts and could hardly believe their eyes as they came sailing up the harbor. The Hammond has set a good mark for the year on quick halibut trips, while the Indiana has broken the Newfoundland trip record, all about both of which is told in detail in another column.

The arrivals and receipts in detail are:

Today's Receipts.

Sch. Mary DeCosta, via Boston.
Sch. Indiana, Bay of Islands, N. F., 1500 bbls. salt herring.
Sch. John Hays Hammond, Quero Bank, 45,000 lbs. halibut 7000 lbs. salt cod.
Sch. Maud F. Silva, Boston.
Sch. Ida F. Brooks, Boston.
Sch. Avalon, Boston.
Sch. Actor, shore.
Sch. Edith Silveria, shore.
Sch. Grayling, eastern handlining, 10,000 lbs. salt cod, 25,000 lbs. fresh cod, 1000 lbs. halibut.
Sch. Walter P. Goulart, Boston.

Vessels Sailed.

Sch. Athena, shore.
Sch. Pauline, Georges.
Sch. Margie Smith, pollocking.
Sch. Kineo, halibuting.
Sch. Teazer, halibuting.
Sch. Fannie A. Smith, Boston, with cargo of frozen herring.

Today's Fish Market.

Bank halibut, 12 cts. per lb. for white and 10 cts. per lb. for gray.

Board of trade prices:

Large drift Georges cod, \$3.60 per cwt.; medium cod, \$3.25.
Large halibut cod, \$3 per cwt.; medium cod, \$2.75; snappers, \$1.50.
Trawl salt Georges cod, large, \$3.50; mediums, \$3.

Large salt handline Georges cod, large, \$3.75; mediums, \$3.25.
Dory handline salt cod, large \$3.25; medium, \$3.

Eastern drift salt cod, large, \$3.25 per cwt.; medium, \$3.

Trawl bank cod, large, \$3 per cwt.; medium, \$2.75; snappers, \$1.50.

Salt cusk, large, \$2.50 per cwt.; medium, \$2; snappers, \$1.

Salt pollock, \$1 per cwt.; salt haddock, \$1; salt hake, \$1.

Splitting prices for fresh fish, Western cod, large \$2 per cwt.; medium do., \$1.65; Eastern cod, large, \$1.70; medium cod, \$1.40; cusk, \$1.65 for large, \$1.20 for medium and 50c for snappers; haddock, 65 cts.; hake, 90 cts.; pollock, 60 cts.

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FRESH FISH AT T WHARF.

Prices Good For a Saturday Market.

The Saturday fish offering of the fleet at T wharf today is not large. Three off-shores and seven market boats are in, with about 240,000 pounds of fish, about all haddock.

Prices are good for Saturday, off-shore haddock bringing \$2.50 and \$2.75 with shore at \$3.40. Pollock dropped off a little to \$2.75, but cod hold strong at \$3 for markets and \$5 for large.

The receipts in detail are:

Boston Arrivals.

Sch. Benj. A. Smith, 50,000 haddock, 15,000 cod.
Sch. Cynthia, 28,000 haddock, 17,000 cod.

Sch. Victor and Ethan, 17,000 haddock, 1500 cod.

Sch. Natalie J. Nelson, 20,000 haddock, 18,000 cod.

Sch. Thomas J. Carroll, 12,000 haddock, 500 cod, 500 hake.

Sch. Hope, 11,000 haddock, 1000 cod, 3000 hake.

Sch. Gladys and Nellie, 12,000 haddock, 500 cod, 1000 hake.

Sch. Tecumseh, 6000 haddock, 400 cod, 300 hake.

Sch. Minerva, 10,000 haddock, 2000 cod, 2000 hake, 2000 pollock.

Sch. Rose Dorothea, 20,000 haddock, 500 cod, 1000 hake.

Off shore haddock, \$2.50 to \$2.75 per cwt.; shore haddock, \$3.40; off shore cod, \$4 right through; large shore cod, \$5; market cod, \$3; pollock, \$2.75.

Halibut Fares Sold.

The fare of halibut of sch. Juno sold to the New England Fish Company and that of sch. Paragon to the American Halibut Company, at 12 cents per pound for white and 10 cents per pound for gray.

The New England Fish Company also brought the big fare of sch. John Hays Hammond, at the same figures, to take out Monday.

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HEARING ON CLAM ORDINANCE

Fitz J. Babson Urged Closing Portion of Flats.

The first in the series of clam hearings to obtain the views of the clam diggers with regard to the nature of ordinances which would be necessary to protect the industry was given by the municipal council Friday afternoon, only one person, Fitz J. Babson, being heard.

George W. Harvey and Mr. Curtis were present, but they did not speak.

City Solicitor Cunningham read the statute law, which appeared very clear and practically covered all that an ordinance would be required to do.

Alderman McIntire thought it would be a good idea to hear from the Ipswich and Newburyport people and see what regulations they had, which might be just such as were needed here.

Close Season on Sections of Flats Urged.

Fitz J. Babson said that with proper conservation, the Annisquam river flats could be made very productive. There was fully \$100,000 in the river in clams each year, if properly handled. It would be a good thing to adopt the Ipswich plan and set off some sections of the flats, which would be exempt from digging for a certain time. The way it is now the "dagoes" take everything. His clam flats were good while they lasted and while he took care of them. He had very little trouble in keeping people off. In Duxbury they go out with a lantern and umbrella. The whole question is in permitting the clam to get to a good size before it is taken. A clam matures in three years.

It was voted to invite Mr. Belding of the Massachusetts fish and game commission down to give his views, and the hearing adjourned to tomorrow afternoon.

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FISH RAISING ON FARMS.

Professor L. L. Dyche of the University of Kansas is agitating the subject of having a fish pond on every Kansas farm and proposes to dedicate the remainder of his life to this object.

He argues that "a farmer can make more ready cash out of an acre of water properly stocked with fish, than he can on 10 acres of land planted in wheat, corn or alfalfa. This is the history of the fish industry in Germany, and other European countries."

"The trouble is," he says, "that the American farmer don't grasp the situation in regard to the fish industry. It is easy to raise fish. They grow rapidly. In fact they never quit growing. Fresh fish bring about the same price at the markets as a good beefsteak. In fact beef sets the price of fresh fish."

The professor is now making a special study of the various methods of building ponds on the farm and the kind of fish that will do best in the different kinds of water in the state.

Undoubtedly a good fish pond on a farm would prove a valuable acquisition as it would afford opportunity for a change of diet fresh from the water as required. But whether or not the farmers could get rich out of it is a side of the subject which would need to be proven by practical results. If every farm is to have its fish pond it seems to us that there would be a large supply of the fish product; but if this lessened the price in this food commodity it would certainly prove worth the while to give the project a trial. The outcome of Professor Dyche's plans in reference to establishing these fish ponds will be looked forward to with considerable interest.

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FROST STRUCK AT BAY OF ISLANDS

Vessels Waiting There Complete Fares of Frozen Herring.

Quick Trip of Sch. Indiana Unequalled in History of Fishery.

The long looked for frost struck at Bay of Islands, N. F., the latter part of last week and the vessels waiting there to finish up their frozen herring fares, completed their work of loading and are probably all on the way home. Two are known to have sailed for home Saturday. No word has been received here regarding the other two, but it is fair to presume that they too finished up and are coming along.

The two crafts known to be on the way are schs. Saladin and Arbutus. Schs. T. M. Nicholson and Elizabeth N., both of Bucksport, Me., were the other crafts there. They are probably coming.

Late reports from Gulf points state that there is as yet no ice in the gulf, so the crafts will not be hung up in that dangerous locality and are probably clear of those waters by this time.

Quick Trips of Sch. Indiana Talk of the Town.

The great trip of sch. Indiana, which arrived Saturday from Bay of Islands, N. F., with a full cargo of salt herring, the latest winter one on record, is still the talk of fishing circles. It seems as though everything worked just right for her. It is three weeks ago today since the soft, mild spell set in at Bay of Islands and the frost and ice did not come again until the latter part of last week. In the interim the Indiana went down there, loaded and got home.

The voyage of sch. Indiana is a remarkable one. Generally the ice embargo at Bay of Islands and the Gulf of St. Lawrence is on by January 15, if not before, but the weather conditions during January of this year down that way were such that it was almost like summer, and the gulf ice has not even yet put in appearance.

Capt. Malloch decided to take a chance, as things looked good to him for getting down there, loading and getting out before the ice came. His view of the situation proved correct, although many saw him sail away from here with grave misgivings. He had a good run down, found herring plenty and loaded with no trouble.

On Tuesday night his telegram that he had loaded with big herring was received here. The craft left for home that same day, and arrived here shortly before 11 o'clock Saturday forenoon, so the passage home was made in about four days, the fastest of the winter and one of the fastest on record from that bay.

Mate Keoughan Brought the Vessel Home.

Capt. John Keoughan, who went down as mate with Capt. Malloch, brought the vessel home on her driving passage, Capt. Malloch coming by rail and steamer. The former tells a very interesting story of the voyage. They had a splendid chance down, a fine breeze and summer atmosphere all the way and not once did the watch have to oil up all the way down. The passage was made in the very fast time of 90 hours, and in eight hours more they had boats alongside and were taking in herring.

The craft loaded in the Middle Arm. Herring were large and plenty and the weather held like summer time, so that the men worked in their shirt sleeves.

They saw schs. Elizabeth N., T. M. Nicholson, Saladin and Arbutus, and their skippers and men were chafing because they were having to wait so long for frost to come so they could finish up their loads. The sch. Elizabeth N., was full then except her cabin, the T. M. Nicholson and Saladin wanted 150 barrels each and the Arbutus was about half loaded. Fishermen were plenty and there was no lack of boats. In one day no less than 31 landed to the Indiana.

Schooner Left For Home Last Tuesday Afternoon.

The craft was soon loaded and on Tuesday afternoon at 2 o'clock she started for home. The wind was east and there was a fine breeze going. It held to the east and northeast all through the passage. The craft came down the gulf smoking, and Scatteri was passed at 11 o'clock Wednesday. When the Indiana was just 52 hours from Weebald she passed Seal Island.

Capt. Keoughan reports having the Friday gale very heavy. He run the craft as long as was prudent and at 5 o'clock Friday afternoon was 15 miles off Thatcher's island. It was blowing hard and thick with snow, so he headed her off shore and hove to under reefed foresail until 4 o'clock Saturday morning, when sail was again made and the craft made in here shortly before 11 o'clock.

She was just 88 hours from Weebald to Thatcher's island and but for having to heave to would have made a passage never equalled or even approached. As it is, passages from Bay of Islands inside of four days are very few and far between, so Capt. Keoughan's homeward trip in the Indiana will rank with the very best.

Sch. Gladys and Nellie, 12,000 haddock, 2000 cod, 3000 pollock.
Sch. Warren M. Goodspeed, 9000 haddock, 1000 cod, 500 hake, 500 pollock.

Off shore haddock, \$3.65 per cwt.; shore haddock, \$4.50 to \$4.75; off shore cod, \$5.50; shore large cod, \$6; shore market cod, \$4.50 to \$5; hake, cusk and pollock, \$4.

TO PROTECT FOOD FISHES.

Congress Asked for \$160,000 to Carry Out Proposition.

Congress has been asked to provide \$160,000 for protection of fishes in boundary waters between the United States and Canada. The request is made by David Starr Jordan, who represented this government in an investigation.

One of the four districts he proposes would be New England, Nova Scotia, New Brunswick and Quebec, to be known as the eastern district. He would place on duty seven wardens with salaries of from \$1000 to \$1800 and an inspector at \$3000. The inspector's office would be at Eastport, Me.

Dr. Jordan's plan calls for seven steam vessels and 16 gasoline launchers.

Boston Fish Buyers Organize.

The buyers at T wharf, who are, after the dealers, the most important people there, have organized and elected James Hubbard, formerly of this city, chairman, Henry B. Thomas, also a former resident of this city, treasurer and John Kerrigan secretary. The buyers decided, to have a banquet, and appointed Fred Phillips, Henry B. Thomas, Michael O'Donnell and John Carey a committee to make arrangements for the banquet.

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STEAMER QUODDY LOST FINE FARE.

Tearing of Seine Freed Big School of Pollock.

There is little doing here in the harbor this morning as far as fish fares are concerned. The cold is intense and the vapor rolled in dense clouds, shutting out all view of the outer harbor. All the boats which came in during the night were badly iced up, showing that the weather off here yesterday was severe.

On Saturday afternoon the deck handliner Grayling came in with a fair trip, having about 17,000 pounds of fresh cod and got a fine price, selling on a bare market for \$3.10 right through. She also had 1500 pounds of halibut and 10,000 pounds of salt cod. Yesterday the pollock seining pounds of these fish and the steamer Quoddy came along with 4000 pounds. The latter craft had a school alongside big enough to fill two or three crafts like her and was getting ready to bail out when the twine caught on one of the bilge keels, as the craft rolled, tearing the twine right down to the foot of the seine. Most of the fish escaped.

Several of the shore boats came in during the night, having made a set off here yesterday. All were badly iced up and some may decide to take out here before the day is over.

Schs. Blanche and Avalon are here from Boston, having taken out their frozen herring fares at that port. Sch. Fannie A. Smith was towed there to take out Saturday by the tug Evel-eth.

The arrivals and receipts in detail are:

Today's Arrivals and Receipts.

Sch. Triton, Jonesport, Me., cured fish.
Steamer Nomad, shore, 15,000 lbs. pollock.
Steamer Quoddy, shore, 4000 lbs. pollock.
Sch. Cynthia, via Boston.
Sch. Ida S. Brooks, shore, 14,000 lbs. fresh fish.
Sch. Mattie D. Brundage, shore, 3000 lbs. fresh fish.
Sch. Mary B. Greer, shore.
Sch. Yankee, shore.
Sch. Helen B. Thomas, shore.
Sch. Velentina, shore.
Sch. Priscilla, shore.
Sch. Leo, shore.
Sch. Mary Edith, shore.
Sch. Rose Standish, shore.
Sch. Ethel B. Pennex, shore.
Sch. Margie Smith, shore.

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BOSTON MARKET UNSUPPLIED.

Only Handful of Fish to Meet Today's Demand.

Only a dozen market boats and one off shore vessel bucked the northwester and made T wharf in time for the Monday morning opening. All have fair trips, but not nearly enough in the aggregate to supply the dealers' demands. The cold weather and near approach of Lent gave a jump to the trade, which bids fair to continue for several days.

Sch. Slade Gorton is the only off shore in the morning and she has 33,000 pounds. She was badly iced up and Capt. Heckman reported very bad weather.

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Of the boats, sch. Elizabeth W. Nunan has the largest fare, 18,000 pounds. The majority of the boat fares run from 9000 to 16,000 pounds. Prices are way up on off shore and shore stock.

For the week ending Thursday, 37 arrivals at T wharf landed 617,900 pounds of fresh fish against 53 arrivals with 856,200 pounds for the corresponding week last year.

The receipts in detail are: Boston Arrivals.

Sch. Emily Cooney, 12,000 haddock, 400 cod.
Sch. Ellen E. Burke, 11,000 haddock, 200 cod, 3000 hake.
Sch. Alice, 14,000 haddock, 500 cod, 1000 hake, 500 cusk.
Sch. Mary E. Cooney, 7000 haddock, 1000 cod, 500 hake, 2000 pollock.
Sch. Dixie, 1000 haddock, 1500 cod, 1000 cusk, 1000 pollock.
Sch. Azorean, 400 cod.
Sch. Richard J. Nunan, 7000 haddock, 1000 cod, 1000 hake.
Sch. Slade Gorton, 20,000 haddock, 12,000 cod, 1000 pollock.
Sch. Olive F. Hutchins, 14,000 haddock, 1000 hake.
Sch. Motor, 3000 haddock, 200 cod.
Sch. Elizabeth W. Nunan, 15,000 haddock, 500 cod, 3000 hake.
Sch. Fannie A. Smith, frozen herring from Gloucester.

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Vessels Sailed.

Sch. Rita A. Viator, shore.
Sch. Thalia, shore.
Sch. Actor, shore.
Sch. Walter P. Goulart, shore.
Sch. Teresa and Alice, shore.
Sch. Mary T. Fallon, shore.
Sch. Mary E. Cooney, Boston.
Sch. Niagara, halibuting.
Sch. Monitor, halibuting.

Today's Fish Market.

Bank halibut, 12 cents per lb. for white and 10 cents for gray.
Large halibut cod, \$3 per cwt.; medium cod, \$2.75; snappers, \$1.50.
Trawl salt Georges cod, large, \$3.50; mediums, \$3.
Large salt handline Georges cod, \$3.50; mediums, \$3.00.
Trawl bank cod, large, \$3 per cwt.; medium, \$2.75; snappers, \$1.50.
Salt cusk, large, \$2.50 per cwt.; medium, \$2; snappers, \$1.
Salt pollock, \$1.25 per cwt.; salt haddock, \$1.25; salt hake, \$1.25.
Splitting prices for fresh fish, Western cod, large \$2 per cwt.; medium do., \$1.65; Eastern cod, large, \$1.60; medium cod, \$1.40; cusk, \$1.60 for large, \$1.20 for medium and 50c for snappers; haddock, 80 cts.; hake, 90 cts.; pollock, round 65 cts., dressed 70 cts.

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LEARNED FISHING FROM FATHER.

Capt. Clifford Woollard of Sch. Flavilla.

Capt. Clifford Woollard of the schooner Flavilla comes of a fishing family, and learned his early lessons in the business from his father, who was master of fishing vessels sailing from shore towns of Yarmouth county, Nova Scotia. With a father's desire to make his son as perfect as he could in the business that was to be his for life, the elder Woollard neglected nothing that would be of service to his son, and saw to it that he began his work right, and carried it through to the end in the best possible manner.

There as here none is exempt from his duty unless sickness compels it, and the young man was thoroughly fitted for the business when he came to the American fishing fleet. It is a fact nowadays that most of the fishermen of the vessels running into Boston and Gloucester are from the maritime provinces or from the Portuguese islands, and both come with technical training and a willingness to do their duty to the limit.

Their rapid advancement shows that they have learned their business well from the start, and take a proper pride in it. The fisherman, while at his business he is dressed as the work demands, is none the less proud of his appearance when he is to go before the world away from the dock, and there are few who could pick out the men of the fishing fleet from a crowd of well-dressed and prosperous appearing men on one of the public streets of the city.

For part of the 12 years he has been in the fishing business Capt. Woollard remained with his father and then came to Boston, where he soon found a berth on one of the fishing vessels coming to T wharf. Patiently he awaited the time when his perseverance and good work would be appreciated, and a command would be offered him.

Four years ago the time came and he and his family were made happy when he was

Offered Charge of the Schooner John M. Keene

by her owners. His vessel was for some time one of the frequent callers at T wharf, and his success in her merited a more remunerative berth in the schooner Almeida, and after serving well in her he was given the Flavilla.

Although since he has been in the business Capt. Woollard has visited nearly every one of the fishing grounds, he says nothing sensational happened him. He had the good fortune to be in Port when most of the

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big gales that cost lives of others and wrecked fishing vessels came on, and escaped their fury. In those which came up while he was out he had the good fortune to run out the gale in safety.

While with his father in the Helen F. Whitten, however, down in the Bay of Islands, famous for its herring fisheries, he had an experience that but for the near presence of a rope might have cost him seriously. The Canadian and American fishermen go to the bay of Islands after herring in the late fall and early winter months when storms are frequent and severe, and often are obliged to pass weeks there before they get their cargoes and sail for home.

It was while one of these storms was on that the young man was walking along the deck, picking his way as carefully as he could, that a huge wave swept the deck and carried him off his feet and out over the vessel's rail. As he went over he instinctively grasped something that touched his hand and found that it was a rope's end, fortunately fastened, and he was able to draw himself back again to the deck.

Last spring at Montauk point his vessel was driven ashore by a gale, but struck lightly, and came off at the next tide without assistance and without damage.

Capt. Woollard is single and makes his home with his parents, who now live in one of the comfortable houses on James street, in the South End of the city.—Boston Globe.

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LEADS OFFSHORE HADDOCK FLEET.

Stock of Sch. Cynthia Over \$17,000 to Date.

Sch. Cynthia, Capt. Geoffery Thomas continues to hold the lead of the offshore haddock fleet, and Saturday's trip added materially to her already big stock.

She fished on the southeast part of Georges and beside 28,000 pounds of haddock she had 37,000 pounds of cod, an unusually large amount of the latter for this season of the year. These latter sold at \$4 per hundred weight right through, while the haddock sold at \$2.75. The big stock of \$2100 was made, bringing her season's stock thus far up to better than \$17,000, which is splendid work.

Sch. Benjamin A. Smith, Capt. James D. Goodwin, made the fine stock of \$1700 on her haddock trip at Boston Saturday.

Sch. Senator, Capt. George Marr, stocked \$2283 on her recent fresh halibut trip, the crew sharing \$51.

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Stocked \$2100 on Three Trips This Month.

Sch. Gladys and Nellie, Capt. Frank Watts, which arrived at Boston yesterday with a fare of 17,000 pounds of fresh fish, has made three trips since February came in. On the first two she stocked \$1400 and yesterday's trip must have brought her in between \$700 and \$800, making in the vicinity of \$2100 or \$2200 stocked thus far this month. Capt. Watts has been doing a remarkable stunt since the new craft went into commission only a few weeks ago.

Captured 500 Pound Shark.

Sch. Gladys and Nellie at T wharf, Boston, yesterday morning, landed an immense shark weighing between 500 and 600 pounds. The fish was taken on a trawl hook Sunday by John Hillyer, who had considerable trouble in subduing the vicious fish after getting him to the dory. The fish was sold and the money given to Hillyer.

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Halibut Fare Sold.

The fare of halibut of sch. Jennie B. Hodgdon sold to the American Halibut Company, at 12 cents per pound for white and 10 cents for gray.

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WORK OF FISHERIES BUREAU.

More Fish and Fish Eggs Distributed Last Year Than Ever Before.

During the last fiscal year more fish and fish eggs were distributed by the bureau of fisheries of the department of commerce and labor than ever before in its history. For the first time the total of fish and eggs distributed passed the 3,000,000,000 mark. The exact number was 3,111,301,535.

Last year the total amount of the distribution was 2,871,456,280, and although Commissioner George M. Bowers suggested early in the year that he hoped to pass the 3,000,000,000 mark, small hope was entertained that he would be able to do it. In addition to the increased distribution a careful estimate has shown that the cost of distribution has been reduced to about \$152 per 1,000,000 of fish and eggs distributed which is a lower average cost than has ever been attained.

The cost during the previous fiscal year was \$160.25. In 1907 it was \$172.28; 1906, \$216.80. When the bureau was established the cost per 1,000,000 of distribution was \$403.51, while in 1897, the year before Commissioner Bowers took charge of the work, the annual output was 568,144,042 and the cost per 1,000,000 was \$379.76.

Ten years ago the number of applications for the stocking of rivers and streams with fish of various kinds was less than 4000. During the last fiscal year the applications increased to nearly 11,000, and the bureau responded by planting fish in nearly that number of rivers, streams, lakes and ponds. Of the entire amount planted, 98 per cent. was for marketable fisheries, only two per cent. being for the use of sportsmen.

In summing up the conditions at the end of the fiscal year, Commissioner Bowers has found himself face to face with the contingency that in the near future the Pacific coast may be called upon to restock the Potomac river and its tributaries with shad.

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BUSY DAY AT FORT WHARF.

Five of Market Fleet Sold Here at Good Prices.

After being gone but a month on an anchor deck handline trip, sch. Jennie B. Hodgdon, Capt. Charles Flygore, showed up this morning with a fare which is pleasing to read about and still more pleasing to the crew when they contemplate the unusually fine stock and share which will accrue from the trip.

The craft fished on Browns bank, and was not long gone for a winter deck handline trip. She struck good fishing on both cod and halibut.

Yesterday Fort wharf took on a genuine T wharf aspect, for no less than five of the crafts of the market fleet hauled in there and took out fares aggregating 35,000 pounds of prime fresh goods. Incidentally they received high prices and lost nothing by not being at T wharf with their catches. Should a dozen or so of these boats get the habit of coming here, it would mean a great deal for the fresh fish business at this port.

This morning the most of the market boats are out on the grounds again and it looks like a fish day although there is quite a bit of a breeze going.

The arrivals and receipts in detail are:

Today's Arrivals and Receipts.

Sch. Jennie B. Hodgdon, Brown's Bank, deck handlining, 40,000 lbs. salt cod, 9000 lbs. halibut.

Sch. Matiana, shore, 4000 lbs. fresh fish.

Sch. Ethel B. Penney, shore, 5000 lbs. fresh fish.

Sch. Teresa and Alice, shore, 5000 lbs. fresh fish.

Sch. Harvard, Brown's Bank, via Portland, 18,000 lbs. salt cod.